Gulf of 'Oman established by the Middle East Anti-Locust Unit in 1943. Besides Trucial sheikhs and their immediate subjects, there are Bedouins, who, however, do not engage in any activity on the seas and are thus outside the provisions of the treaties. In general, the Bedouins recognize the authority of one or another of the Trucial sheikhs, but changes of allegiance are numerous. Bedouins may decide to make wars of their own, or to change sides during wars between Trucial sheikhs, which makes the political position even more complex. In recent years Bedouins have frequently attacked the motor convoys of British nationals traveling in the definite territory of peaceful sheikhs,[10] but under the provisions of the treaties there seems to be no legal remedy to stop this armed aggression, except through successful local wars by the sheikhs.

As a result of the nature of the treaties, the culture of the area, containing both Arab and Iranian elements, has been preserved practically free of any foreign admixture. Dr. A. R. Lindt,[11] a Swiss observer writing in 1939, was particularly impressed by this achievement. Slowly, however, twentieth-century influences have begun to appear. In the early 1930's Great Britain, in the course of a quarrel over oil concessions in Iran, relocated its air routes to India over Trucial 'Oman instead of Iran. Rights to land seaplanes at Dibai and landplanes at Sharjah were acquired, and maintenance crews and other personnel were permanently stationed there. To ensure safety during local wars, overnight quarters for passengers, with permanent armed guards, were established in a fortified compound near Sharjah. Landing fees, levied according to the number of passengers, were payable to the sheikhs in whose territory landings took place. These landing fees constituted a large part of the revenues of the sheikh of Sharjah, whose only other income is derived from a tax on pearling, which is hard to collect.[12] During the war, rights to make emergency landings on the island of Yas were also acquired by the British government. Today, larger planes can fly directly from Bahrein to Karachi, and little use is made of the landing rights on the Trucial Coast, so that the sheikhs' revenues must have decreased substantially. The introduction of the motorcar has also had a marked effect on the local economy. Traffic from inland oases and the Gulf of 'Oman to the cities on the shores of the Persian Gulf is important, though no statistical data are available.

The presence of oil had been suspected since the beginning of the century, but the inaccessibility of the region together with its uncertain political status

[10] O'Shea, *op. cit.*, p. 13.
[11] Politics in the Persian Gulf, *Journ. Royal Central Asian Soc.*, Vol. 26, 1939, pp. 619–633.
[12] O'Shea, *op. cit.*, pp. 76 and 140.